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JAN 68

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 R&D/OSA

DEFERRED

ROUTINE

PRIORITY

OPERATIONAL

IMMEDIATE

07011

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PRIORITY

OXCART/BLACK SHIELD

FROM COL SHELTON

REF: MISSION BX6843

SUBJECT: OPERATIONAL MISSION ANALYSIS

1. EXTREMELY CONCERNED WITH CONTINUED LARGE ALTITUDE LOSSES EXPERIENCED IN TURNS OVER/VICINITY DENIED TERRITORY.

2. REFERENCE TO FLIGHT HANDBOOK, FLIGHT PLANS AND SC&DM FOR BX6843 INDICATES THE FOLLOWING OCCURRED:

A. FIRST PASS:

(1) DRV ENTERED AT ALTITUDE OF 84.4M VS. PLANNED ALT 85.4M (MACH 3.19) AND OPTIMUM ALTITUDE 87.3M (MACH 3.2, FIG A5-2).

(2) LIGHT GROSS WEIGHT TURN AHEAD MANO ENTERED AT 84.4M VS. PLANNED ALT 85.4M AND OPTIMUM ALT 87.3M.

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(3) APPROXIMATELY ONE AND ONE-HALF MINUTES AFTER TURN ENTERED ALTITUDE LOSS BEGAN FROM ALT 84.9M WHICH, ACCORDING TO FIG A3-2, COULD BE MAINTAINED IN MAX AB. DESCENT CONTINUED IN TURN TO EXIT DENIED/ROLL-OUT AT 76.0M. SPEED IN TURN DECREASED 139 KNOTS FROM THAT MAINTAINED AT ROLL-IN.

B. SECOND PASS:

(1) MEDIUM GROSS WEIGHT TURN-OUT OF DENIED ENTERED AT 82.2M (OPTIMUM ALTITUDE FOR TURN AT MACH 3.2). DESCENT BEGAN AT ROLL-IN AND CONTINUED TO ROLL-OUT OF TURN THREE MINUTES LATER AT 74.1M.

(2) SLOWDOWN TO MACH 3.1 LONG-RANGE CRUISE PLANNED AT ROLL-OUT OF TURN TO MINIMIZE ALT LOSS ABEAM HAINAN IS. AND TO ALLOW DESIRED FUEL RESERVE AT DEST.

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3. SUBJECT TURNS WERE PLANNED FOR MAXIMUM ALTITUDE, MAX AB
PROFILE AT MACH 3.19. MINIMUM ALTITUDE OVER DENIED DIRECTED IN
[REDACTED] WAS 78.0M. REQUEST EXPLANATION TO INCLUDE PILOT
COMMENTS ON DEVIATIONS FROM DIRECTED PLAN.



5. HQS STAFF PLACES MAXIMUM EMPHASIS ON APPLYING DETAILED
AND LATEST AVAILABLE AIR ORDER OF BATTLE AND TACTICS IN PLANNING
EACH MISSION TO ~~ENHANCE~~ ^{ENHANCE} VEHICLE INVULNERABILITY. CONSIDERING
DEVELOPING HOSTILE TRACKING/WARNING CAPABILITY, INCLUDING ABILITY

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TO CONSTRUCT NEW SAM SITES IN SHORT PERIOD OF TIME, THE SIMILARITY OF EXIT TRACKS, TERRAIN ELEVATION, AND PROXIMITY TO CHINA, WISH TO RE-EMPHASIZE IT IMPERATIVE THAT PLANNED TACTICS, ALTITUDES, SPEEDS, ETC., BE BRIEFED AND FLOWN ON ALL MISSIONS.

6. AS IN PAST, DTFC RECOMMENDATIONS AND COMMENTS ARE INVITED AND REQUESTED. SINCE ADHERENCE TO PLANNED TACTICS SUBJECT OF SPECIAL ATTENTION AT MISSION CRITIQUES, ADDITIONALLY REQUEST FUTURE MISSION RECORDED FLIGHT DATA BE REVIEWED/ANALYZED THIS RESPECT AND YOUR COMMENTS REGARDING SIGNIFICANT DEVIATIONS FORWARDED TO PROJ HQS NLT 48 HOURS AFTER VEHICLE LANDING.

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END OF MESSAGE

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(draft)

OX CART/OPS

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[Redacted Signature]

WILLIAM E. SHELTON
D/O/OSA

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